

THE CURRENCY OF SIAM.

The Government Proposals.

The Bangkok Times of the 4th inst. says: "There is an idea in some quarters, which is causing a certain amount of uneasiness, that the Government is contemplating a compulsory issue of Currency Notes, in view of the scarcity of coins. As we mentioned a couple of days ago the suggestion has been made, in commercial circles, that it might be well for the Government to make the paper currency compulsory tender for large amounts throughout the country until the stringency has been removed. The suggestion was well meant, the idea being that an edict might enable rice millers to use a larger proportion of notes in their up-country business, with a view to meeting the temporary difficulty; but it is now pointed out that a misapprehension with regard to the Siam Paper Currency Act underlies that proposal, which is no doubt impracticable. In any case we are informed that no such measure is in contemplation, and that the Government has every confidence in the Banks and commercial public in the matter of loans. Currency notes are already legal tender, and hence creditors are bound to accept them in payment of dues to any amount, but all such notes are immediately convertible into coins on presentation at the Currency Office. A man may, however, make it a condition of his doing business that he shall be paid in silver, and the currency notes can only make their way very gradually in the interior. It is recognized that to enable them to make their way the essential principles laid down in the Paper Currency Act must be understood, and further that there must be general confidence in these principles being strictly adhered to. The Government, we may say, has no intention of departing from these essential principles on which its currency note scheme is based; viz: (1) issue against coins only; and (2) immediate convertibility into coins on presentation at office of issue. According to the last monthly report signed by the Minister of Finance the whole of the coin received in exchange for the notes is retained in the office as a reserve to pay those notes on presentation, and under the Act at least 75 per cent of it must be so retained while the balance may be invested in first-class securities particularly of which must be given in the monthly reports.

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NEW STREET INDEX, BY ARTHUR CHAPMAN, GOVERNMENT ASSessor.

Intending Subscribers are requested to send in early as possible, orders for as many copies as they may require to THE GOVERNMENT ASSessor, The Treasury.
Hongkong, February 26, 1903.

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C. E. LEMUNYON.

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Albatross	despatch-boat	1700	—	3000	Comdr. R. S. S. S. S.	Hongkong
Albatross	despatch-boat	1700	—	3000	Comdr. R. S. S. S. S.	Hongkong
Albatross	despatch-boat	1700	—	3000	Comdr. R. S. S. S. S.	Hongkong
Albatross	despatch-boat	1700	—	3000	Comdr. R. S. S. S. S.	Hongkong
Albatross	despatch-boat	1700	—	3000	Comdr. R. S. S. S. S.	Hongkong
Albatross	despatch-boat	1700	—	3000	Comdr. R. S. S. S. S.	Hongkong
Albatross	despatch-boat	1700	—	3000	Comdr. R. S. S. S. S.	Hongkong
Albatross	despatch-boat	1700	—	3000	Comdr. R. S. S. S. S.	Hongkong
Albatross	despatch-boat	1700	—	3000	Comdr. R. S. S. S. S.	Hongkong
Albatross	despatch-boat	1700	—	3000	Comdr. R. S. S. S. S.	Hongkong

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** Flag of Rear-Admiral Harry T. Greenall, C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Kaiser Karl VI	Austrian cruiser	2250	20	12,800	Captain Dredger	Nanking
Alouette	French gunboat	300	—	—	Lieut. A. Bulley	Shanghai
Argus	French gunboat	300	—	—	Capt. Chespin	Canton
Asio	French gunboat	475	3	450	Commander Journet	Saigon
Avalanche	French gunboat	580	—	—	Lieut. Fille	Canton River
Bengali	French gunboat	400	19	8000	Capt. Lefebvre	Haiphong
Chateaufort	French cruiser	800	—	—	Capt. de Pampelonne	Nanking
Comete	French gunboat	625	—	—	Commander Loua	Haiphong
Deville	French gunboat	630	—	—	Commander Leamy	Shanghai
d'Entrecasteaux	French gunboat	8114	14	12,500	Captain Fournet	Tonkin
St. Esprit	French gunboat	373	10	8000	Captain Serris	Wosung
Lion	French gunboat	1250	6	2500	Capt. Le Goullou	Canton
Olry	French gunboat	470	—	—	Capt. Bécue	Saigon
Pascal	French gunboat	8363	14	8500	Captain Souda	Shanghai
Redoubtable	French gunboat	9437	—	6971	Captain Bonifay	Shanghai
Sey	French gunboat	1300	—	—	Capt. Vincat	Saigon
Serpente	French gunboat	629	2	900	Captain Mornet	Kwongchow
Takiang	French gunboat	—	—	—	Captain Blondel	Along Bay
Vauban	French gunboat	—	—	—	Capt. Villeneuve	Canton
Vigilant	French gunboat	—	—	—	Capt. Villeneuve	Saigon
Viper	French gunboat	400	4	441	Capt. Villeneuve	Saigon
Basard	German cruiser	1600	8	2900	Comdr. Huss	Shanghai
Frigate Bismarck	German cruiser	11,000	30	14,000	Captain Friedrich	Shanghai
Gelos	German cruiser	1900	8	—	Comdr. Wuthmann	Shanghai
Hansa	German cruiser	6000	20	10,000	Capt. van Seemann	Shanghai
Helga	German cruiser	8000	20	10,000	Capt. Ingensoll	Shanghai
Hilja	German gunboat	1900	10	1300	Comdr. Commandant Platen	Shanghai
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Luchs	German gunboat	850	10	—	Comdr. Koenigs	Shanghai
Scaudier	German cruiser	1800	8	2500	Comdr. Hoffmann	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. Schrade	Shanghai
Veneranda	German gunboat	—	—	—	Lieut. Comdr. von Weiss	Shanghai
Thetis	German cruiser	—	—	—	Captain Dick	Shanghai
Lombardia	Italian cruiser	2900	10	6843	Captain John Boet	Shanghai
Piemonte	Italian cruiser	2500	32	12,000	Captain Armona	Shanghai
Vesuvio	Italian cruiser	4500	14	6820	Captain Zoni	Shanghai
Dia	Portuguese gunboat	720	—	—	Captain d'Azevedo	Macao
Zaire	Portuguese gunboat	600	—	—	Capt. F. J. Barboza Loal	Macao
Alouette	Russian gunboat	810	6	730	Comdr. Guinter	Shanghai
Ankur	Russian cruiser	2600	—	4700	Comdr. Ruzhichikoff	Shanghai
Asold	Russian cruiser	8500	—	—	Capt. Ruzhichikoff	Shanghai
Bobro	Russian gunboat	1050	8	1150	Comdr. Zaisvsky	Shanghai
Gaidamak	Russian gunboat	500	9	3500	Comdr. Yuriev	Shanghai
Grenatichy	Russian gunboat	1490	6	2000	Comdr. Zagarsky	Shanghai
Gromoboi	Russian gunboat	15,354	44	14,500	Captain Jagan	Shanghai
Kubak	Russian gunboat	1000	6	1000	Comdr. Shumoff	Shanghai
Koretz	Russian gunboat	1913	7	1500	Comdr. Novokovskiy	Shanghai
Mandjour	Russian gunboat	1224	7	1400	Comdr. Muraviev	Shanghai
Oruviny	Russian gunboat	1490	6	2000	Comdr. Vasiliev	Shanghai
Peresviat	Russian gunboat	12,674	16	14,500	Captain Kroleff	Shanghai
Petrovskiy	Russian gunboat	10,820	16	10,800	Captain Kroleff	Shanghai
Poltava	Russian gunboat	10,960	16	10,900	Captain Kroleff	Shanghai
Rasboynia	Russian gunboat	1334	10	1786	Comdr. Liven	Shanghai
Rosia	Russian gunboat	12,200	32	17,000	Captain Sepelrennipoft	Shanghai
Rurik	Russian gunboat	10,820	16	10,800	Captain Kroleff	Shanghai
Savastopol	Russian gunboat	10,960	16	10,900	Captain Kroleff	Shanghai
Silach	Russian gunboat	950	2	1125	Lieut. Comdr. Ivanoff	Shanghai
Sivoutch	Russian gunboat	1050	8	1120	Comdr. Ginter	Shanghai
Varyag	Russian cruiser	6500	27	20,000	Capt. Bahr	Shanghai
Vladik	Russian gunboat	500	9	3500	Comdr. Zagoriansky-Kissel	Shanghai
Zabielka	Russian cruiser	1200	6	1184	Comdr. Abramoff	Shanghai
Amphipolis	U. S. gunboat	1000	10	1277	Comdr. Karl Rohrer	Shanghai
Callao	U. S. gunboat	—	—	—	Lieut. E. A. Anderson	Shanghai
Don Juan de Austria	U. S. gunboat	1158	8	1600	Comdr. C. G. Bowman	Shanghai
Eleono	U. S. gunboat	540	—	—	Lieut. Comdr. J. M. Helm	Shanghai
Frederic	U. S. gunboat	1800	—	—	Lieut. Comdr. W. F. Hale	Shanghai
General Alava	U. S. gunboat	1492	8	1988	Comdr. R. R. Ingessoll	Shanghai
Helena	U. S. gunboat	400	—	—	Comdr. Parker	Shanghai
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Kentucky	U. S. gunboat	11,400	41	10,000	Captain C. H. Stockton	Shanghai
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Monocacy	U. S. gunboat	11,400	41	10,000	Captain C. H. Stockton	Shanghai
Monterey	U. S. gunboat	11,400	41	10,000	Captain C. H. Stockton	Shanghai
New Orleans	U. S. gunboat	11,400	41	10,000	Captain C. H. Stockton	Shanghai
New York	U. S. gunboat	11,400	41	10,000	Captain C. H. Stockton	Shanghai
Princeton	U. S. gunboat	11,400	41	10,000	Captain C. H. Stockton	Shanghai
Rainbow	U. S. gunboat	11,400	41	10,000	Captain C. H. Stockton	Shanghai
Vicksburg	U. S. gunboat	11,400	41	10,000	Captain C. H. Stockton	Shanghai
Villalobos	U. S. gunboat	11,400	41	10,000	Captain C. H. Stockton	Shanghai
Wilmington	U. S. gunboat	11,400	41	10,000	Captain C. H. Stockton	Shanghai
Yorktown	U. S. gunboat	11,400	41	10,000	Captain C. H. Stockton	Shanghai

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Choice Old Highland ... 10.50
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Highland Malt ... 20.00
D. C. L. ... 16.50
Highland Club ... 15.50

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MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per Hitiaki Maru not cleared on
this date subject to rent.

General Memoranda.

THURSDAY, March 19:—

Goods per Sydney unclaimed after Noon
on this date subject to rent and land-
ing charges.6.10 p.m.—Meeting of Shareholders of
the Bowling Club, at Club Premises.

FRIDAY, March 20:—

Goods per Hitiaki Maru not cleared at 4 p.m.
on this date subject to rent.6.15 p.m.—Public Lecture by Rev. E. J.
Hardy at the City Hall.

SATURDAY, March 21:—

11 a.m.—Meeting of Shareholders of The
Green Island Cement Co., Ltd., at the
Company's Office.2.30 p.m.—Auction of Household Furni-
ture, &c., at the residence of Captain
S. Robinson, R.N.R., No. 4, Bellios
Terrace.

9.30 p.m.—Meeting of Victoria Lodge.

THURSDAY, March 26:—

Noon.—Meeting of Shareholders of
Hampshire Estate and Finance Co.,
Ltd., at the Company's Office.2.30 p.m.—Auction of Household Furni-
ture, &c., at No. 2, Elliot Crescent,
Robinson Road.

TUESDAY, March 31:—

8 p.m.—Annual Oxford and Cambridge
Dinner in the Hongkong Hotel.

THURSDAY, April 9:—

Noon.—Meeting of Shareholders of The
China Borneo Co., Ltd., at the Com-
pany's Office.

WINE & SPIRIT MERCHANTS.

SCOTCH

WHISKY.

WATSON'S

Celebrated

BLEND

VERY OLD LIQUEUR

Scotch Whisky.

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fine and mellow.Pronounced by Connoisseurs to be the
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Per Dozen ... \$10.50.

The following are also recommended,
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A.—THORNE'S BLEND ... \$12.00

B.—GLENORCHY, MELLOW

BLEND, a fine 'SODA'

WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND of the Finest

Old Malt SCOTCH WHISKIES 15.00

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY,
14th March, 1903.

368

The publication of this issue commenced
at 5.30 p.m.

The China Mail.

HONGKONG, TUESDAY, MARCH 17, 1903.

EDITORIAL COMMENT.

Whatever faults and

failings the Conservative

Administration of Lord

Salisbury and Mr. Bal-

four may be accused of

justly, a lack of stage manage-

ment is not one of them. During these

Administrations, three great concep-

tions have been carried into effect

having for their principal object

the federation and consolidation of the

Empire, and so far as it is possible to

foresee events each act in this grand

scheme has achieved, or will achieve,

the object of its originator. We

refer to the Colonial tour of the Prince

and Princess of Wales in connection

with the federation of the Australian

States, the Delhi Durbar and the visit

of Mr. Chamberlain to South Africa.

Their political antagonists probably see

in these nothing but a meretricious

attempt to 'play to the gallery.' But

while we are prepared to admit certain

amount of theatrical display, those

who consider the great influence of

sentiment on public policy will see in

these epoch-making events a wise

provision for the cultivation of the imperial

idea as opposed to parochialism, the

binding of the bonds of empire upon

which the future of Great Britain and

her overseas possessions so largely

depend. There was a fine spirit in Mr.

Chamberlain's speeches prior to his

departure for South Africa, and the

excellent impression created by him

then, not only in Britain but on the

Continent and in America and South

Africa, has been deepened and

intensified by his subsequent speeches

in South Africa. He has proved him-

self the strong man of the Conservative

Administration, and that in no vain-

glorious spirit. He has himself dis-

claimed any desire to gratify personal

ambition, hinting at the approaching

termination of his political career, and

we think it must be obvious to his political

enemies that his whole policy has been

inspired by a wise and statesmanlike

desire to promote the best interests of

the Empire. His visit to South Africa,

taken in conjunction with his utterances

during the late war, has been productive

of good results already, and will help to

allay, it is to be hoped, the bitterness

of feeling between the two sections of

the Boer party—the 'Hands-uppers' and

the 'Wild Boers'—and between the

Boers and Britons in South Africa. His

reception in England was worthy of the

man. His contemporaries are too near

the principal events that have distin-

guished Mr. Chamberlain's career to

appreciate them at their true value; but

when the annals of his time are written

not all the reviling and snarling of his

opponents can deprive him of the place

of honour he so richly deserves in the

history of Great Britain. The vile at-

tacks of our jealous Continental critics,

instead of turning the people against

him, have only served to heighten the

respect in which he is held, and, to-day,

the demonstrations that have taken

place in his honour find an echo in the

remotest corners of the Empire and

wherever the English language is spoken.

The Late Mr. Tse Yot Chong.

There passed away at his residence,

142, Praya East, on the 11th inst., at the

ripe old age of 72, Mr. Tse Yot Chong alias

John See, late of Sydney, New South

Wales, Australia. Mr. Tse Yot Chong was

one of the pioneers of Chinese business in

the sixties, being prominently connected

with the Tai Yick and Yee Wo import-

ing and exporting firms. He was the

friend and countryman of Messrs. Quong

Tart, Way Lee and other prominent Syd-

ney merchants, and was associated with

the On Chong, Tin Wo, On Yick Lee, See

Hing Loong, &c. He was highly esteemed

and respected by his fellow-countrymen for

his charity, generosity and magnanimity,

and was always consulted by them in mat-

ters of importance affecting their welfare.

He was of a modest and retiring disposi-

tion, and seldom took part in public affairs.

Mr. Tse Yot Chong leaves a family of three

sons and three daughters to mourn his loss.

His eldest son, Mr. Tse Tsan Tai, is com-
prador of Messrs. Royd, Kaye and Co., of
this Colony, and his second and third sons,
Mr. Tse Tsan Ip and Mr. Tse Tsan Lin, are
interested in mining business in the Straits
Settlements. His eldest daughter is
married to Mr. Chan Yook Ying, comprador
of Messrs. Butterfield and Swire.
Amoy. Mr. Tse Yot Chong's funeral took
place on the 12th inst., and was attended
by numerous friends, relatives and kin-
dred.

LOCAL AND GENERAL.

Billiard Balls.

The new crystalline billiard balls are
being now tried in Singapore. They are
said to be as good, at least, as boneballs,
but also to be considerably cheaper.

Sir Ewen Cameron.

Sir Ewen and Lady Cameron have
been to Egypt. The health of Lady Cam-
eron has not been very satisfactory of late,
and though there was nothing very pro-
nounced, her medical adviser considers the
voyage to Egypt and a stay there of a couple
of months would be beneficial. Sir Ewen
himself was expected back in London about
the end of last month.

The America Cup.

Sir Thomas Lipton has placed the
order for the sailcloth for the *Shamrock*'s
sails with a Dunlop manufacturer. On
previous occasions the sails were made in
Belfast. The sails will be of specially fine
fabric, giving great strength, and will be
of slightly yellow colour. Halsey will
design them, and the builders are confident
that *Shamrock III.* will be complete for
launching by the first week in April.

Chinese Telegraph Service.

The N.-C. Daily News reports that
the New Vice-Consul-General of Chinese
Telegraphs, H. E. Wu Chung-hsi, former
Provincial Treasurer of Chihli, arrived at
Shanghai from Tientsin by the *Hsianpi*, and
is at present staying at the residence of
the late Hsueh silk merchant, Mr. Wong
Chong-ching, North Chikiang Road. Shang-
hai is to be his Excellency's headquarters,
and it is rumoured that one of his chief
duties is to investigate Sheng Kung-pao's
financials in respect of the Telegraph
Administration.

The Siberian Route Home.

The N.-C. Daily News of the 12th
inst. says:—Beyond question the two
finest local steamers running in these waters
are the C. E. R. S. *Mongolia*, of 1027 tons
net register, Captain Polak, which is
now running weekly between Shanghai and
Daly in connection with the train de l'Est
from Daly to Moscow, and her sister ship,
the *Manchuria*, which runs between N. S.
ski and Daly. The same paper, dated
the 11th inst., says:—The steamer
Mongolia, of the Chinese Eastern Railway
Co.'s Seagoing Steamship Service, has just
quit the run from Daly to Shanghai in
31 hours from the time of leaving the
former port to the mooring of the steamer
at her buoy in this river. She will leave
in future every Thursday from Shanghai,
and will connect at Daly with the train de
l'Est for Europe, and from this week the
trip can be regularly made every week in
21 days from Shanghai to Paris. In about
three months' time there will be two
trains de l'Est a week, and it will not be
long before this becomes the favourite
route to and from Europe for all to whom
time is a consideration or who do not
thoroughly enjoy a long sea voyage.

Seamen's Institute, Kowloon.

A meeting to take leave of the Rev. J.
H. Franco, M.A., Senior Chaplain, St.
Peter's Church, West Point, on his depar-
ture from the Colony on leave, was held in
the Seamen's Institute, Kowloon, on Fri-
day evening last. As the Hall is not a
large one, it was found necessary to limit
the invitations to the accustomed worship-
pers at St. Peter's Church and a few out-
side friends who had been brought into
specially close relations with Mr. Franco
during his stay in Hongkong. By the
kindness of a number of ladies, the room
was most tastefully decorated and arrang-
ed so that it was hardly possible to re-
cognise the Hall, so complete was the
transformation. Musical items, &c., were
contributed by Miss Eyre, Miss Parker,
Mrs. Piercy, Mrs. Southam, Mrs. Brown,
Mr. H. Wynne, Rev. T. Wright, and other
friends, who sang two glees entitled the
'Carnival' and 'Village Musicians'.
Light refreshments having been handed
round, the Rev. T. Wright, Junior
Chaplain, read a letter from the Bishop
of the Diocese expressing his extreme
regret at being unable to be present,
and Mr. Wright then introduced Mr. G.
Piercy, who, as the 'Father' of St.
Peter's Congregation, had been deputed to
express the good wishes of the members
that Mr. Franco might have a happy holiday
and a safe return. In doing so, he review-
ed the history of St. Peter's Church during
the last twenty years, and concluded by re-
questing Mr. Franco's acceptance of a silver
casket containing 'memento' of the con-
gratulatory expression of the concert in which
he is held. The presentation came as a
complete surprise to Mr. Franco, who re-
plied in very feeling terms. Mr. Franco
left for London on the P. and O. steamer
Valenta. In the interim, the full charge
of the work devolves on Rev. T. Wright,
to whom communications may be addressed
either at St. Peter's Church, West Point,
or the Kowloon Institute.—Contributed.

TO PREVENT CROUP.

BEGIN in time. The first symptom is
hoarseness, this is soon followed by a
peculiar rough cough, which is easily recog-
nised and will never be forgotten by one
who has heard it. The time to act is when
the child first becomes hoarse. If Cham-
berlain's Cough Remedy is freely given, all
tendency to croup will soon disappear.
Keep after the croupy cough has developed,
it will prevent the attack. There is no
danger in given this remedy as it contains
nothing injurious. It always cures and
cures quickly. For sale by All Dealers:
WATKINS Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

Pollard's Lilliputians made a hit with
'Dorothy' in Manila.There were 275 European and 79
Chinese visitors to the City Hall Library,
and 72 European and 2,985 Chinese
visitors to the Museum during the week
ended 18th March.He who hath drank Meinam water
returns to drink of it again, says a
Siamese proverb, the truth of which is
occasionally falsified by the death of the
consumer from the consequences of the
internal application of that liquid.

Mutiny at Sea.

A case will be heard at the Magistracy,
tomorrow, in which fourteen of the crew
of the *Kirkcaldyshire* are charged with
mutiny, whilst the craft was at sea. Mr.
H. N. Forrester is defending.

Legal Arrangements.

We hear that His Honour Sir William
Goodman, Chief Justice, is going to Japan
on two months' holiday. During his
absence, we understand that Sir H. S.
Borkeley, Attorney General, will act as Chief
Justice, and that Mr. E. H. Sharp, K.C.,
has consented to act as Attorney General.

Licence Traversed.

At a meeting of Justices of the Peace,
held this afternoon, at the Magistracy,
the licence of the Waverley Hotel was trans-
ferred from Letitia Pyle to Agnes Peter.
Mr. F. A. Hazeland presided and the other
justices present were Messrs J. H. Kemp,
O. A. D. Melbourne, and R. H. A. Craig.

The Plague.

In the forty-eight hours ending at
noon on the 15th inst., seven cases of
plague were reported to the Sanitary
authorities. Six of these were fatal cases
—five Chinese and one Indian. The In-
dian died in a matted at Kun Chung,
Kowloon; one body was found at Circular
Pathway and another opposite No. 18
Swatow Lane. The other cases occurred at
the premises of the Hongkong Spinning
and Weaving Co. The case now under
treatment occurred at 23 Tai Wo Street.
The total cases to date is 76.

The Sanitary Board.

We have already suggested the names
of Mr. H. E. Pollock, K.C., and Mr.
Shelton Hooper, as fit and proper persons
to sit on the Sanitary Board. The name
of Mr. E. A. Hewitt has been suggested as
a likely candidate, and there can be no
doubt as to the experience of municipal
work which Mr. Hewitt would bring to
bear upon his duties. It must, however,
be remembered that the Governor will have
to appoint a member in place of Mr. Os-
borne, who goes home on leave very soon,
indeed, it would be an advantage if the
Government would give some sign of their
intentions in this regard, so to clear the
way for non-official candidates.

Juggling with the Currency.

The *Bangkok Times* of the 5th inst.
says:—A telegram was received at the
Treasury yesterday afternoon from Singa-
pore, announcing that the day's dollar rate
there was 1s. 7½d. That was a rise of ½d.
on the previous day, and as it put the
dollar over 1s. 7½d., the selling price of the
dollar has to-day gone up to 19 to the pound
sterling, in virtue of the arrangement made
with the Bank. In view of the fact that
there is a penny difference between the
dollar rate in Singapore and Hongkong,
there is every reason to suppose, as we
have said before, that Singapore is prepar-
ing for the introduction of the gold stan-
dard. It is generally expected that the
value of the dollar will be fixed at 1s. 8d.,
and as it now only requires an advance of
½d. to reach that figure, it would surprise
no one if the change was announced in a
very short time. That, however, would
not now make any difference in the value
of the dollar, as the dollar has to go over 1s.
8d. before the value of the dollar goes up
another fraction under the arrangement
with the Bank.

The Plague in India.

An Allahabad telegram dated 3rd inst.
states:—In connection with the plague
measures in these provinces a Government
resolution is published to the effect that the
time has come when the disease must be
handed back to the Medical Department to
be dealt with through the ordinary chan-
nels. This is the natural outcome of the
recent abolition of railway inspections
with their special staffs and camps. Plague
has now got to be met district by
district like any other epidemic, and the
natural authority is the chief of the
Department under whom the Civil Sur-
geons of each district work. To
strengthen his hands a special assistant has
been given him with the title of Chief
Plague Officer, and this post has been con-
ferred on Major Chaytor White, the pre-
sent Deputy Sanitary Commissioner. The
Chief of the district staff will therefore no
longer be distracted by having to cor-
respond with two officers. The Sanitary
Commissioner on the other hand will be
freed for his work as consultative officer to
Government, as well as to deal efficiently
with such special gatherings as that of
Hurdwar which fall within his proper
charge.

LOCAL AND GENERAL.

Queen of Siam Ill.

We regret to learn (says the *Bangkok
Times* of the 6th inst.) that H. M. the
Queen has been indisposed for the last two
days. Her Majesty is being attended by
Dr. Hays.

Green Leaves.

Could abamrocks grow in China, they
would have been drowned in Hongkong,
to-day. The few green ensigns displayed
were drenched to the extreme point—a
good *ipse omen*.

Galway's Member.

Mr. 'Joe' Devlin, who succeeds 'Colonel'
Lynch as member of Galway, is a young
North Ireland journalist. He has already
been in 'the House' as member for South-
East Kerry and helped Mr. 'Willie' Red-
mond to take the hat round on his Amer-
ican tour.

The Broughs.

Last night, the Brough Comedy Com-
pany played 'The Tyranny of Tears' to a
fairly large audience. To-night, the last
of the season, 'Are you a Mason?' will be
revived. Anyone who wants a good laugh
—and who cannot enjoy one!—should take
this opportunity of seeing the Brough
Company.

A Wreck Reported.

Captain D. E. Lee, of the S.S. *Onipen-
ta*, which arrived at Yokohama from Ran-
goun on the 6th inst., reports passing a
wreck on March 3, in Lat. 29.6.30 N.,
Long. 131.46.45 E. The vessel was bot-
tom up and appeared to be about 200 ft.
long, and one of the spars was alongside
the wreck. The *Japan Gazette* says Cap-
tain Lee was of the opinion that the vessel
had been in her present condition for about
two months.

Shanghai Laundries.

Shipping.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPIENHAGEN, LONDON, GERMANY, LIVERPOOL, GLASGOW, LONDON, GERMANY, PORTS in the LANCET, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.
S.S. *Andalusien*, Capt. von DORRER, 22nd March, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.
S.S. *Königsberg*, Capt. MAYER, 10th April, 1903. Freight and Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.
S.S. *Sambia*, Capt. SCHMIDT, 21st April, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.
S.S. *Nahia*, Capt. DUNST, 5th May, 1903. Freight.

For further particulars, apply to

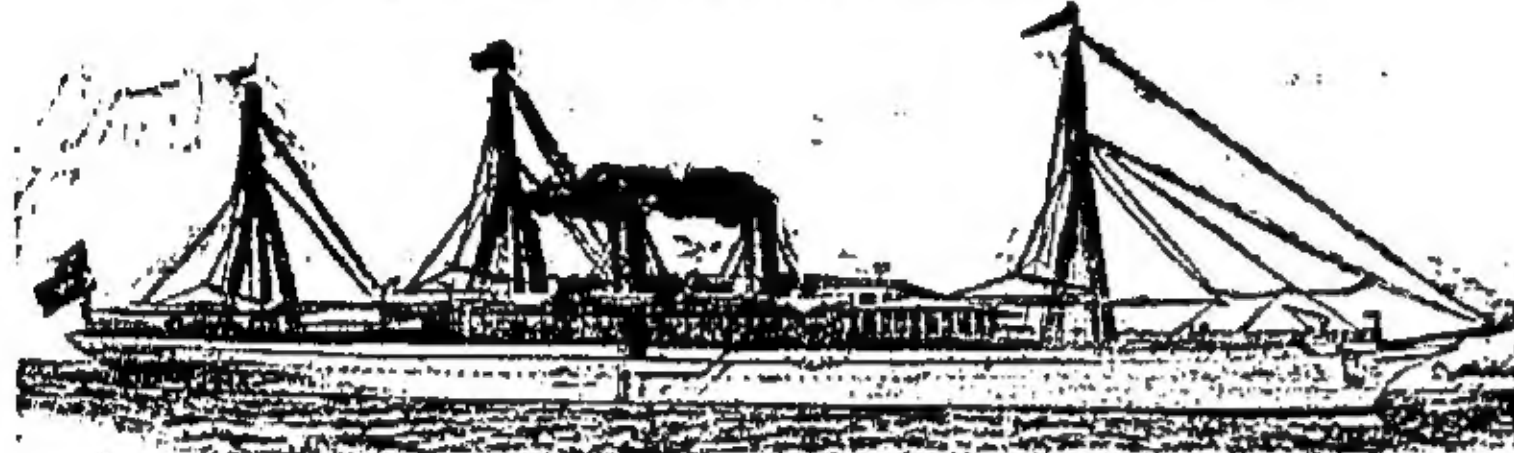
HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots
Saving 3 to 7 Days across the Pacific.PROPOSED SAILINGS FROM HONGKONG
(Subject to Alteration.)

STEAMSHIP	TONS	WEDNESDAY, Mar. 18
R.M.S. <i>ATHENIAN</i>	3882	WEDNESDAY, Mar. 18
R.M.S. <i>EMPEROR OF INDIA</i>	6000	WEDNESDAY, April 1
R.M.S. <i>EMPEROR OF INDIA</i>	6000	WEDNESDAY, April 22
R.M.S. <i>TAITAR</i>	4425	WEDNESDAY, May 6
R.M.S. <i>EMPEROR OF INDIA</i>	6000	WEDNESDAY, May 13
R.M.S. <i>ATHENIAN</i>	3882	WEDNESDAY, May 27
R.M.S. <i>EMPEROR OF INDIA</i>	6000	WEDNESDAY, June 3
R.M.S. <i>EMPEROR OF INDIA</i>	6000	WEDNESDAY, June 24
R.M.S. <i>TAITAR</i>	4425	WEDNESDAY, July 22

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route enhance its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
PRINCE STREET.
Hongkong, March 13, 1903.

PORTLAND AND ASIATIC

STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOI, KORE & YOKOHAMA; FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
INDRANATHA	5197	R. P. CRIVEN	March 26, 1903
INDRANATHA	4899	W. E. CRIVEN	April 16, 1903
INDRANATHA	4899	A. E. HOLLINGSWORTH	May 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight, and further information, communicate with or apply to

PORTLAND AND ASIATIC STEAMSHIP COMPANY.
Hongkong, March 10, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
HIROSHIMA MARU, J. NAGAO	MOI, KOBE AND YOKOHAMA	FRIDAY, 19th March, Daylight
AWA MARU, N. TAKENI	MARSHALLS, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO & PORT SAID	SATURDAY, 21st March, Daylight
BOMBAY MARU, T. MURAI	BOMBAY, Via SINGAPORE and COLOMBO	TUESDAY, 24th March, at Noon
SHINANO MARU, C. W. THOMSON	VICTORIA, B.C. and SEATTLE, U.S.A., Via SHANGHAI, MOI, KOBE and YOKOHAMA	TUESDAY, 24th March, at 4 p.m.
YAWATA MARU, A. E. MOSES	NAGASAKI, KOBE AND YOKOHAMA	WEDNESDAY, March 25, at Noon
WAKASA MARU, J. B. MACMILLAN	KOBE AND YOKOHAMA	FRIDAY, 27th March, Daylight
KUMANO MARU, E. W. HASWELL	SYDNEY and MELBOURNE, Via MANILA THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 27th March, at 4 p.m.
TOSA MARU, H. CHRISTENSEN	VICTORIA, B.C. and SEATTLE, U.S.A., Via SHANGHAI, MOI, KOBE and YOKOHAMA	TUESDAY, 7th April, at 4 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamship Lines. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

A. S. MISHARA, Manager.

Hongkong, March 17, 1903.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	OANPA	21st March
GLASGOW AND LIVERPOOL	MENELAUS	25th March
GLASGOW AND LIVERPOOL	JASON	3rd April
GLASGOW AND LIVERPOOL	AGAMEMNON	9th April
GLASGOW AND LIVERPOOL	KEENUS	16th April

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, Via GENOA	KINTUCK	31st March
LONDON	PINQUEVE	14th April
LONDON	JASON	28th April
LONDON	AGAMEMNON	12th May

LIVERPOOL BERTH.

(Taking Cargo at London Rates.)
LIVERPOOL.....NESTOR.....18th March.
LIVERPOOL, Via GENOA.....DEUCALION.....23rd April.

CONTINENTAL BERTH.

MARSEILLES, LONDON & ANTWERP.....GLACIUS.....14th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST POINTS, Via	OANPA	23rd March
N'KI, KOBE & YOKOHAMA	CHINGTU	28th March

For freight, apply to

BUTTERFIELD & SWIRE,

Hongkong, March 16, 1903.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINGPO AND SHANGHAI	KIUKIANG	18th March
SHANGHAI	HONGKONG	18th March
SHANGHAI	CHINGTU	19th March
SHANGHAI	SINGAN	21st March
TIENSIN	NANCHANG	24th March
MANILA	FUNGKIANG	25th March
CEBU AND LOILO	KAIPONG	28th March
MANILA	CHINGTU	4th April

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, March 16, 1903.

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GERMANY, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
HAMBURG	WEDNESDAY, 18th March
HAINA HINRICHT	WEDNESDAY, 19th April
SACHSEN	WEDNESDAY, 29th April
KIAUTSCHOU	WEDNESDAY, 30th April
BAYERN	WEDNESDAY, 13th May
ZIETEN	WEDNESDAY, 27th May
PRINZ REG. LUITPOLD	THURSDAY, 11th June
ROYN	THURSDAY, 25th June
PREUSSEN	THURSDAY, 9th July
HAMBURG	THURSDAY, 23rd July

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 18th day of March, 1903, at Noon, the Steamship HAMBURG, of the HAMBURG-AMERIKA LINIE, Captain E. BURMEISTER, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above.

Calling at NAPLES and GERMANY.

Shipping Orders will be granted till Noon, on MONDAY, the 16th March, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 17th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 17th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than 22.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.

NORTHERN PACIFIC S.S. CO.

BOSTON STEAMSHIP CO.

BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

* FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers	Tons	Captains	1902
LYRA	4417	G. V. Williams	March 21
TREMONT	3907	T. W. Garlick	March 31
OLYMPIA	2837	J. Truebridge	April 8

Steamers marked (*) have no passenger accommodation.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN PORTS of the UNITED STATES and to Canada.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST POINTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to
Dodwell & Co., Limited, General Agents.

Hongkong, March 17, 1903.

Shipping.

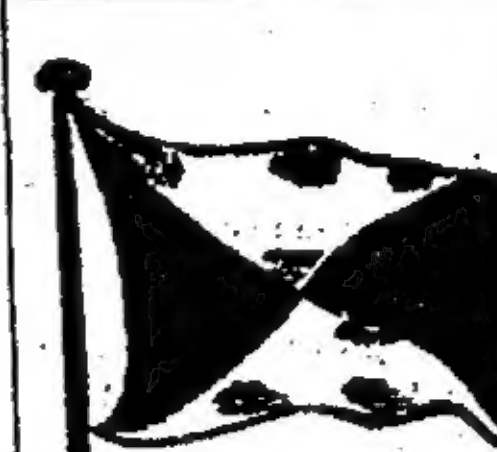
PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named	STEAMSHIP	CAPTAIN	DATE
LONDON & ANTWERP	Formosa	R. H. W. Snow	March 19, at Noon
SINGAPORE, PENANG, COLOMBO, SAID & MARSEILLES	Formosa	R. H. W. Snow	March 19, at Noon
SINGAPORE COLOMBO	Nankin	G. M. Montford	March 24, Morning
YMA, Via SHAI, MOI, AND KOBE	Secura	C. J. Denton, R.N.R.	About March 24
SHANGHAI	Belaqua	E. R. Summers	About March 28, a.m.

PASSENGER SEASON, 1903.

For MARSEILLES, PLYMOUTH and LONDON DIRECT
Without Transshipment
* See Special Advertisement
* For Freight only.
* Calling at PENANG if sufficient inducement offers.
For Freight or Passage, and further Particulars, apply to
P. & O. S. N. Co.'s Office,
Hongkong, March 17, 1903.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	5540	R. Rodger	Manila Direct	Mar. 21, at 10 a.m.
RUBI	2540	R. W. Almond	"	Mar. 23, at 10 a.m.
PERLA	1980	J. McGinty	"	"

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, March 16, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, Via SWATOW	MAIDZURU MARU	WEDNESDAY, 18th March
AND AMOY	T. Saito	March
TAMUI, Via SWATOW	DAIGI MARU	SUNDAY, 22nd March
AND AMOY	T. W. Groves	March
FOOCHOW, Via SWATOW	ANPING MARU	WEDNESDAY, 25th March
AND AMOY	T. Goto	March

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tientsin to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Voeux Road, Central.

T. ARIMA,

MANAGER.

Hongkong, March 12, 1903.

TOYO KISEN KAISHA

(Oriental S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROHILLA MARU, 3669 Tons, Captain E. P. BISHOP, will be despatched for MANILA on FRIDAY, the 20th March, at Noon. To be followed by Rosetta Maru on the 24th March.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardesses carried.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, Ice House Street.

K. NAKASHIMA,

Manager.

Hongkong, March 17, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADELPHI PORTS).

THE Company's Steamship NIPPON, Captain K. KASAHARA, will be despatched as above on SATURDAY, the 28th of March.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,

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Hongkong, March 16, 1903.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship SACHSEN,

OF THE NORDEUTSCHER LLOYD, Captain W. FRANK, due here with the outward German Mail about THURSDAY Morning, will leave for the above places about 24 hours after arrival.

For further Particulars, apply to

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Hongkong, March 16, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship LAISAN,

Captain M. COURTNEY, will be despatched as above on SATURDAY, the 21st Inst., at Noon.

For Freight or Passage, apply to

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General Managers.

Hongkong, March 14, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

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RICHMOND CASTLE 30th April.

SAGAMI 15th May.

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THE Company's Steamship THALES,

Captain Rouson, will be despatched for the above Port on WEDNESDAY, the 18th Inst., at noon.

For Freight or Passage, apply to

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General Managers.

Hongkong, March 16, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

YOKOHAMA AND KOBE.

THE Company's Steamship FRANK FERDINAND,

Captain MARTINEAU, will leave for the above places on THURSDAY, the 19th inst., p.m.

This steamer has capital accommodation for passengers, electric light and carries a doctor.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

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Hongkong, March 13, 1903.

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